

261 King Street East.

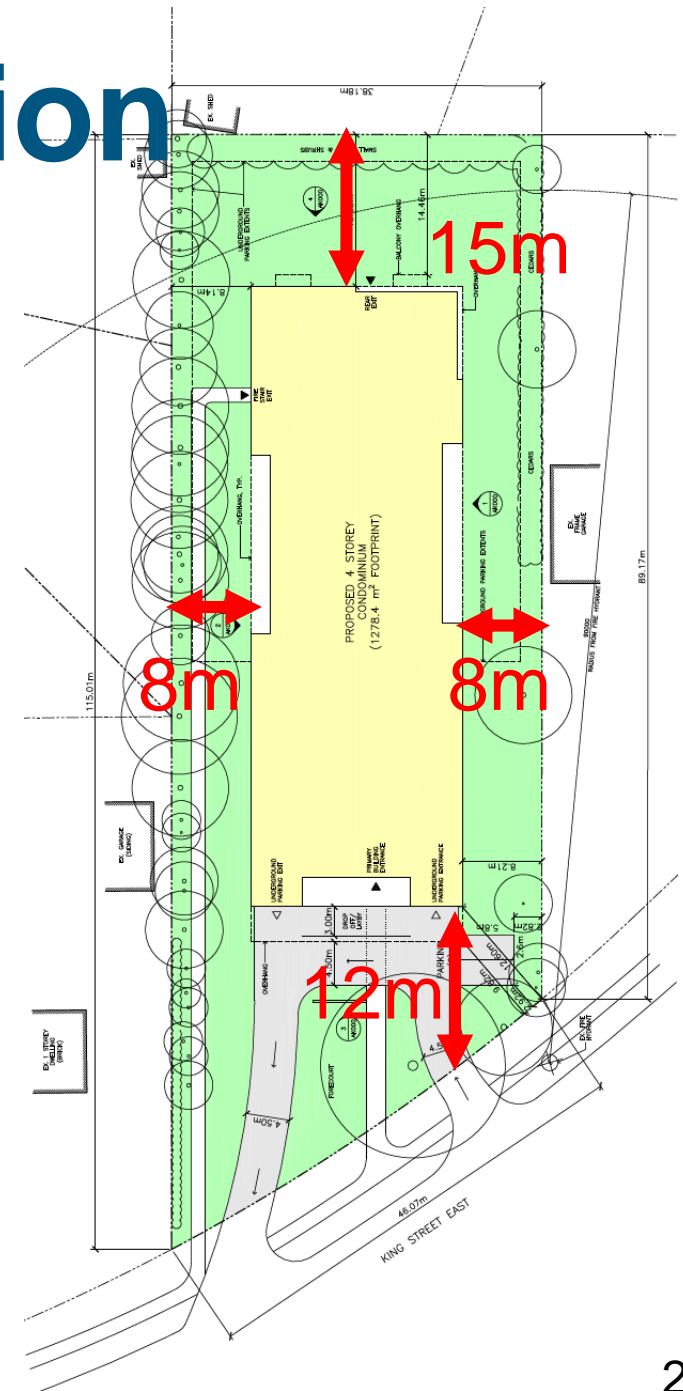
Adult Lifestyle Condominium



October 21, 2016

- 48 unit, 4 storey adult lifestyle condominium development with underground parking

261 King Street East
September 18, 2018



Studies Submitted

- Planning Justification Report
- Urban Design Report
- Archaeological Assessment
- Functional Servicing/Stormwater Management Report
- Transportation Demand Management Options Report / Transportation Impact Study / Parking Analysis

Community Context



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September 18, 2018

Local Context



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What is permitted on the site now?

	Current: RM3-16 Zone	Proposed: RM4 (modified)
Permitted Uses	Apartments, townhouses, maisonettes	
Lot Area (min)	4,000 m ²	3,900m ²
Lot Frontage (min)	50 m	46 m
Front Yard (min)	7.5 m	12 m
Side Yard (min)	9 m	8 m
Rear Yard (min)	15 m	15 m
Lot Coverage (max)	35%	34%
Density (max)	16 units/ha = (6 units)	115 units/ha = 45 units
Height (max)	9.5 m	13m
Landscaped Area (min)	50% of lot area	54%
Landscape Strip	4.5 m along King Street	4.5 m along King Street

Public Information Meeting

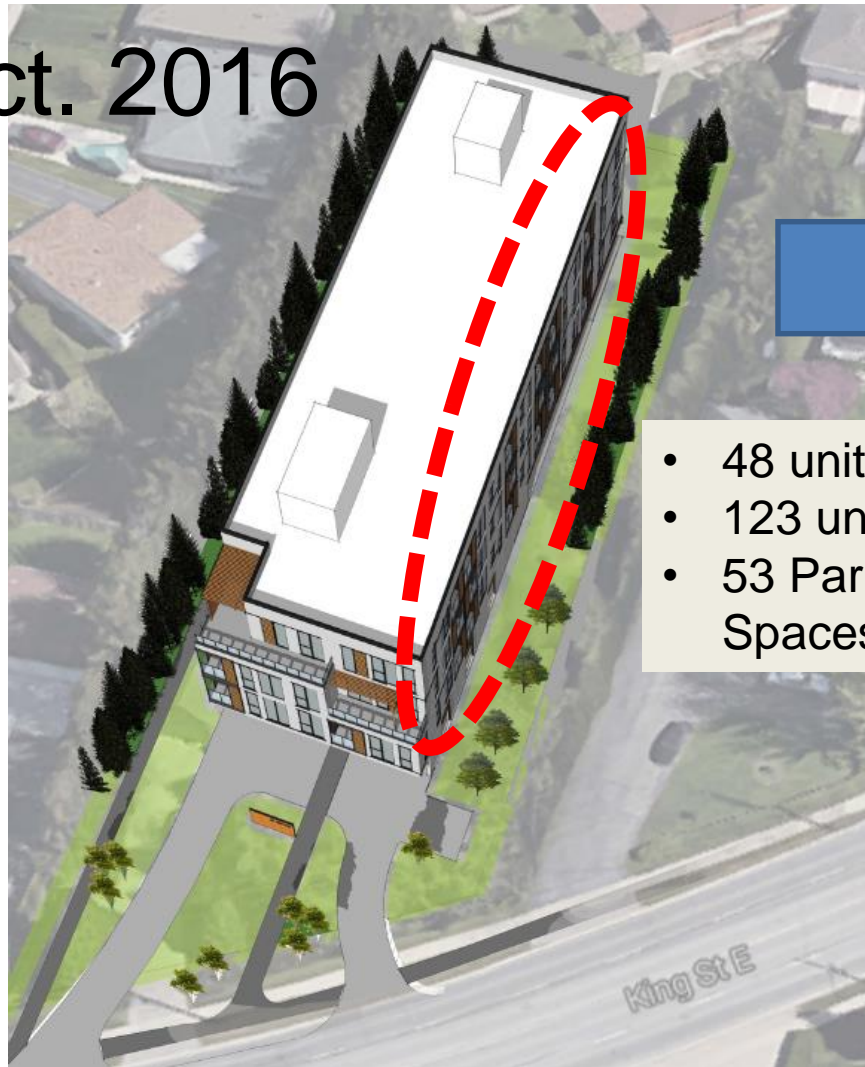
November 10, 2016

Key Planning Concerns identified

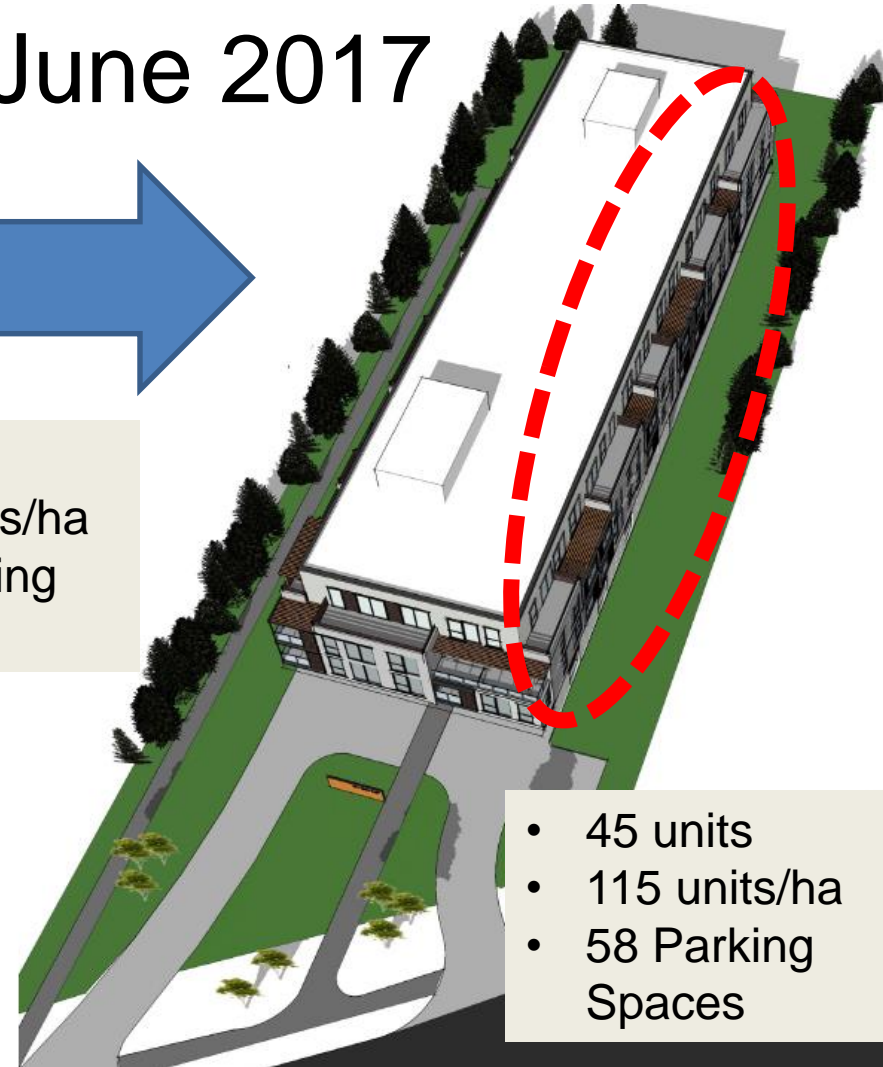
- Loss of privacy / overlook
- Rear yard Shadow impact
- Loss of existing trees
- Traffic / parking – curve in road
- Density too high
- Loss of View of Escarpment

Building Response

Oct. 2016



June 2017



- 48 units
- 123 units/ha
- 53 Parking Spaces

- 45 units
- 115 units/ha
- 58 Parking Spaces

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Building Step back



Previous Submission

4th Floor Step back



Revised Submission

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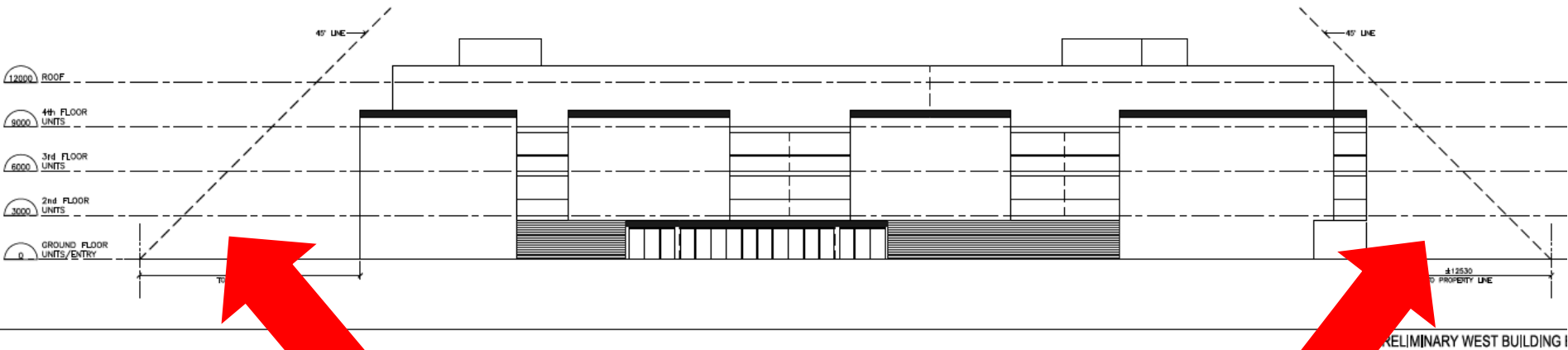
Building Articulation



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Angular Plane: 45°

Privacy, Overlook and Shadows



**Less than 45° from
Rear Lot line**

**Less than 45° from
Front Lot line**

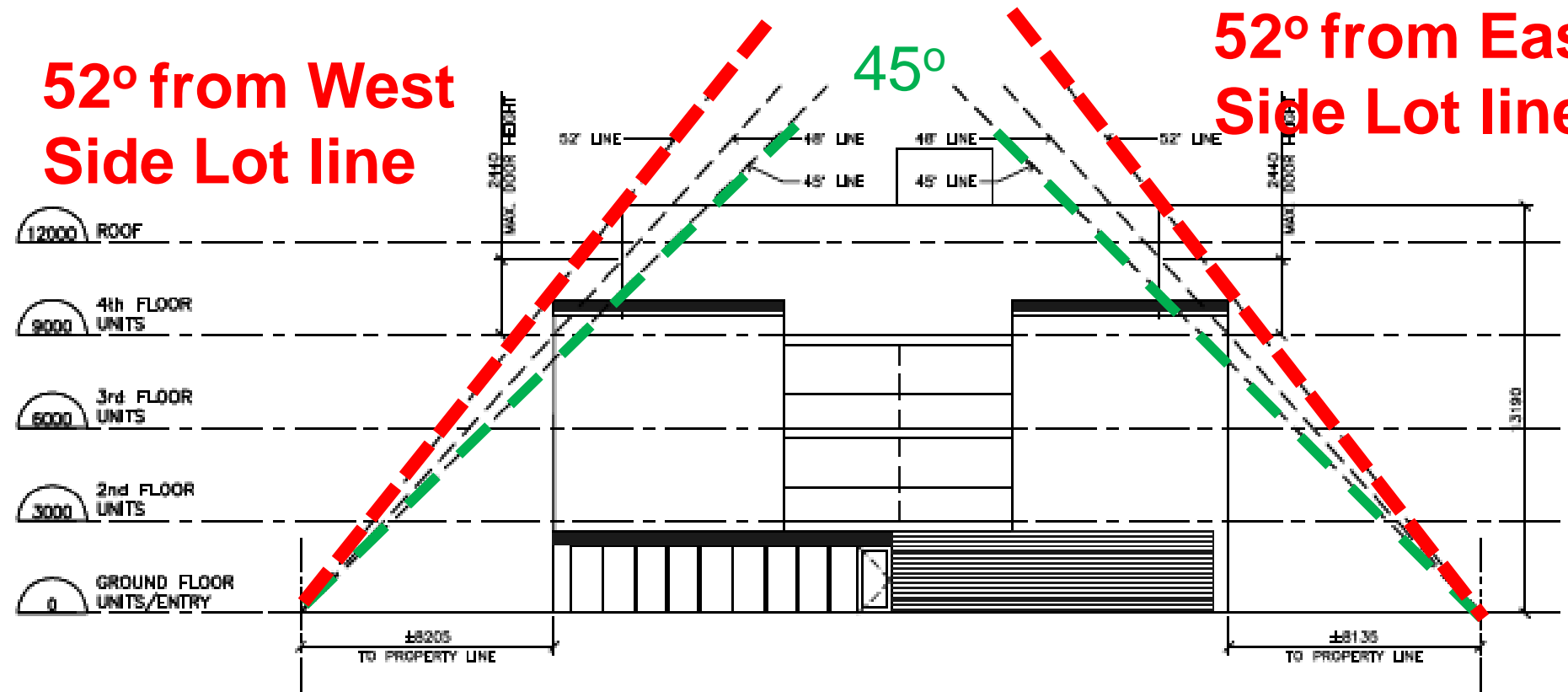
Angular Plane: 52°

Privacy, Overlook and Shadows

52° from West
Side Lot line

52° from East
Side Lot line

45°



PRELIMINARY NORTH BUILDING ELEVATION

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1:150

Massing and Overlook



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Parking

Stoney Creek Zoning By-law 3692-92

Unit Type	No. of Units	Required Resident Parking	Required Visitor Parking	Total
1-bedroom	6	1.25	.35	10
2-bedroom	39	1.5	.35	72
TOTAL	45			82
Proposed	45	1.0	0.28	58

- Proxy site shows demand of 1.25 parking spaces per unit or 57 spaces.
- TTS Data shows auto ownership of apartments at 0.60 parking spaces per unit or 27 spaces.

Transportation

Remedial Measures and Sight Distance

- Level of Service at study area intersections and proposed driveways is acceptable.
- No auxiliary turn lanes required on King Street at proposed driveways.
- TAC Geometric Design Guide recommends the minimum stopping sight distance be provided for driveways. Minimum stopping sight distance for 60km/h design speed is 85 metres.
 - Sight distance to the east is 85 metres
 - Sight distance to the west is 115 metres
- Sufficient sight distance in both directions.
- Recommend any vegetation in road allowance be maintained at 0.60 metres or less.

High vs Medium Density

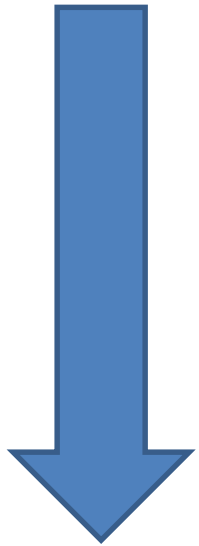
High Density: UHOP Policy E.3.6.7 b

- *“High profile multiple dwellings shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential uses. Where such separations cannot be achieved, transitional features such as effective screening and/or design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.”*

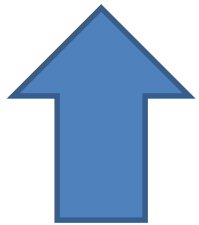
Medium Density: UHOP Policy E.3.5.9 b)

- *Development shall be integrated with other lands in the Neighbourhoods designation with respect to density, design and physical and functional considerations.*

Overall Response



- Density reduction from 123 to 115 units per hectare
- Unit reduction from 48 to 45 units (-3)
- Massing reduction – 4th floor building step-back and overall building articulation



- Parking increase from 53 to 58 spaces

Planning Rationale

Summary / Overview

- PPS/P2G Policy and UHOP support intensification
- Infrastructure / traffic capacity available to support density
- Increase housing choices – provides single level independent living options to an aging population
- Transit supportive density
- King Street = minor arterial road
- Close to amenities
- Meets intent of Urban Design Policies
- Appropriate intensification of the site

Recommendations

Support the draft Official Plan and
Zoning By-law Amendments
provided



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